

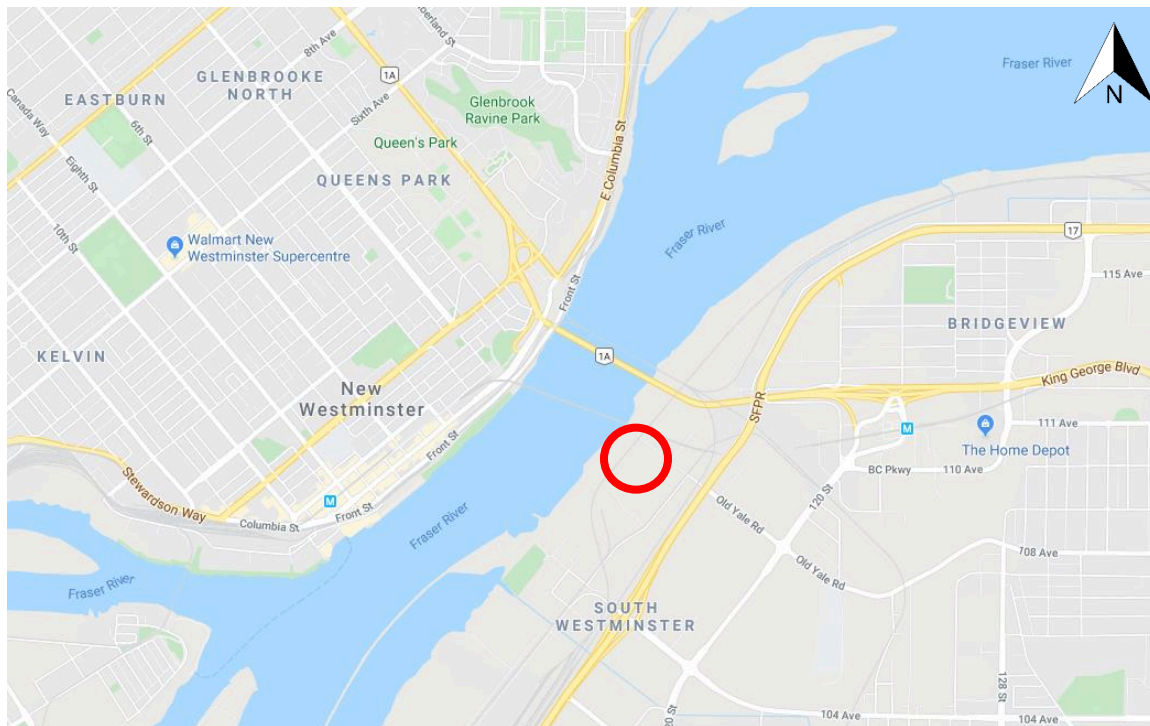
Project:	Goodrich Surrey Lumber Transload Facility		
Our reference:	514100240-MMD-00-P0-MO-RW-0001-Rev B	Your reference:	
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Approved by:	S. Riddick	Checked by:	A. Wells
Subject:	Preliminary Rail Operating Plan		

1 Introduction

Goodrich Group is developing a lumber transload facility in Surrey, British Columbia. Mott MacDonald has been retained to develop the rail operating plan for the future site.

Located on the south bank of the Fraser River in British Columbia, the Goodrich Lumber Transload Facility is a new development planned for 10880 Dyke Road in Surrey, BC (Figure 1)

Figure 1 : Facility Location



This Rail Operating Plan will outline the proposed methodology for CN service to the future site. This plan is based on the conceptual design package produced by Jacobs for this project (no drawing number, issued 2019-Mar-20) provided to Mott MacDonald by the client.

2 Existing Operations and Site Infrastructure

The existing site does not have rail infrastructure, thus there is no existing rail operating plan.

As part of this development, the site will include a new rail spur with approximate length of 420 m leading into the facility. This spur will come off the existing CN track at Milepost 117.63 in the Yale Subdivision (Brownsville Branch MP 0.64). The planned transload area of the site will require paving, and the existing loading dock will be reconstructed to accommodate the clearance envelopes of the new track.

3 Assumptions

The following assumptions are used for the operating plan:

- The plan is based on the conceptual rail spur design produced by Jacobs;
- The site utilizes 80-foot-long centre-beam railcars;
- CN allows for two cars to be stored on the CN right-of-way; and
- Goodrich have the support of CN Rail for the project.

4 Proposed Rail Service

To deliver railcars to the facility, CN will bring in a manifest train from Thornton Yard to the east of the site.

5 Proposed Rail Capacity

With the assumed rail cars being 80-foot-long centre-beams and assuming CN allows two cars to be stored on their right-of-way, the proposed rail spur will be able to store 14 railcars in one string. The stored string will be clear of the existing mainline as well as the proposed location of the derail.

6 Proposed Railcar Delivery and On-site Handling

Prior to the arrival of the cars, the yard facility will be arranged by Goodrich as needed in preparation of the inbound cars to unload the product.

CN will arrive at the facility with the manifest train up to once per day, seven days a week. The required string of 14 cars for the facility will be cut and pushed onto the spur track past the hinge derail in one spot. CN can proceed with their delivery to other customers with the rest of the manifest train. No locomotives will be stored on site and CN are to pick up empty cars before delivering additional empty loads.

All moving and handling of the railcars are to be completed by CN, and Goodrich are not to move any of the railcars.